



Airport Master Plan Update  
**Salem-Willamette Valley Airport**  
City Council Workshop



February 18, 2025



# Agenda

- **Airport Master Plan Overview**
- **FAA Drivers and Plan Evolution**
- **Taxiway A and Runway 16/34 Alternatives**
- **Public Engagement Opportunities**
- **Schedule and Next Steps**



# Airport Master Plan Purpose and Goals



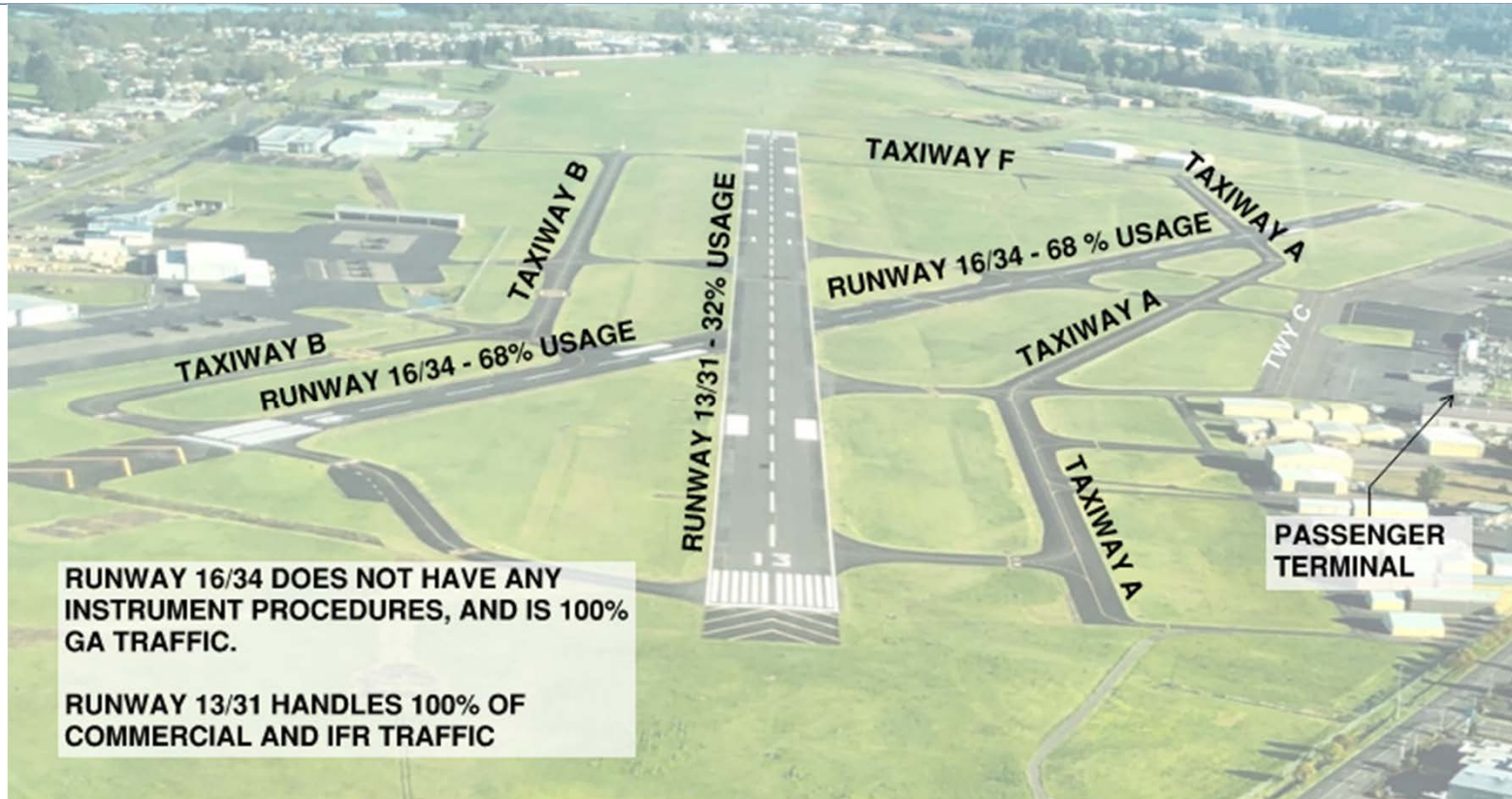
# Definitions of Terms

- Airport Improvement Program (AIP) - FAA Grant Program
- Airport District Office (ADO) - Local FAA office responsible for managing AIP program
- Airside – Areas of the Airport accessible to an aircraft (runways, taxiways, aprons, hangar areas)
- Eligibility – FAA determination of a project that can utilize AIP funds
- Operations – Aircraft takeoff or landing
- Terminal Area – Areas supporting passengers prior to boarding an aircraft (roads, parking, terminal building, rental car facilities etc.)
- Visual Flight Rules (VFR) – Regulations that allow a pilot to fly an aircraft using visual reference to the ground
- Instrument Flight Rules (IFR) – Regulations that allow a pilot to fly an aircraft during low visibility and low cloud ceilings

# Airport Master Plan Importance

- **Must be completed to continue to receive FAA funding**
- **Key Issues**
  - Taxiway A is reaching the end of its useful life
  - Location of Taxiway A is dependent upon decision to maintain or remove Runway 16/34
  - Runway 16/34 has been determined by FAA to be ineligible for FAA funding
  - The Master Plan will determine the future location of Taxiway A
- **Critical Master Plan Decision**
  - Is the City prepared to maintain Runway 16/34 without federal funding?

# Relationship between Taxiway A and Runway 16/34



- By 2035, Taxiway A will be near the end of its useful life and require reconstruction.
- Location of Taxiway A is Dependent on Runway 16/34.
- Decision to close or maintain Runway 16/34 affects upcoming Taxiway projects.



# Runway Classifications and FAA Eligibility

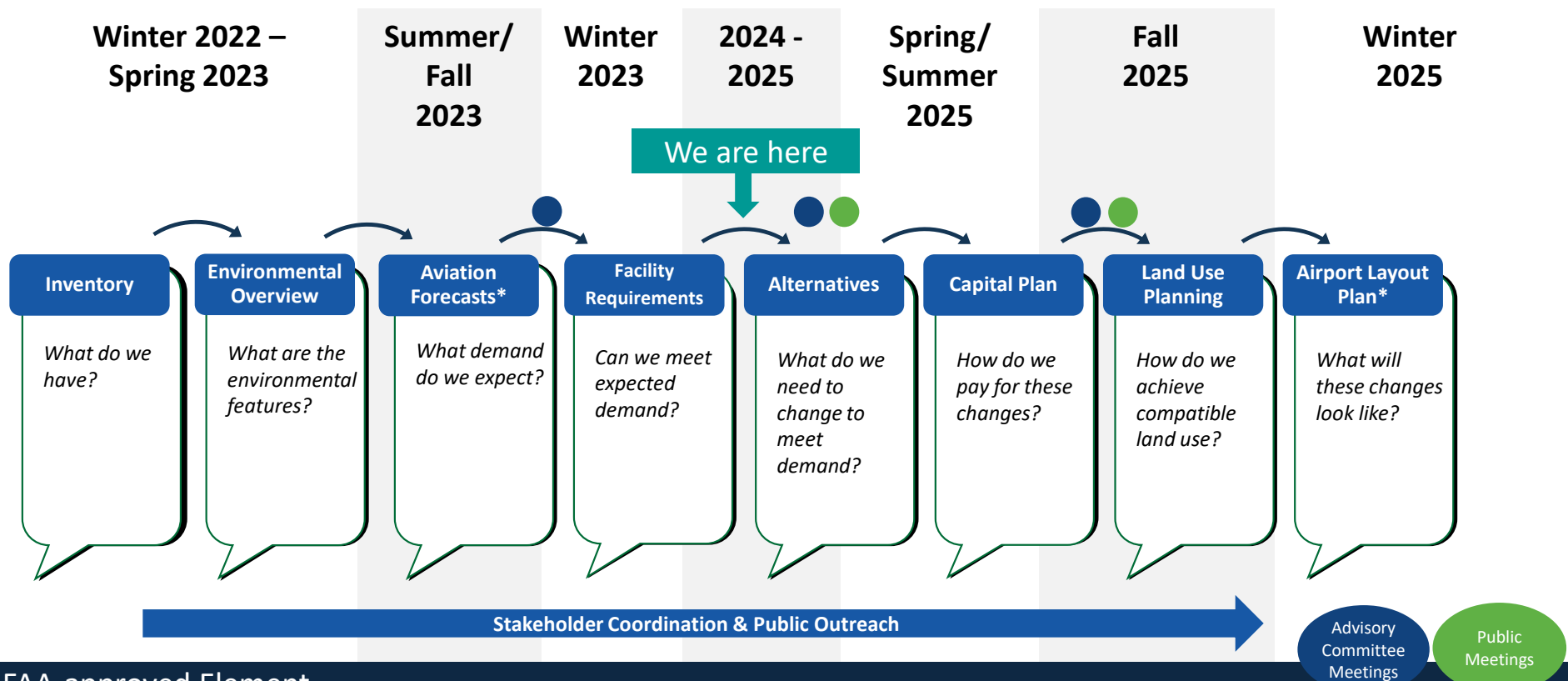
<p><b>Primary Runway</b> <i>FAA Eligible</i></p>	<p>A single runway at an airport is eligible for development consistent with FAA design and engineering standards.</p>	<p><b><i>Runway 13/31 is SLE's Primary Runway.</i></b></p>
<p><b>Crosswind Runway</b> <i>Eligible if justified</i></p>	<p>A crosswind runway is recommended only when the wind coverage for a primary runway is less than 95%. The FAA will not fund construction or maintenance of crosswind runways or supporting infrastructure if this criterion is not met.</p>	<p><b><i>Runway 13/31 exceeds 95 percent coverage (Table 1); Runway 16/34 is not needed for crosswind coverage.</i></b></p>
<p><b>Secondary Runway</b> <i>Eligible if justified</i></p>	<p>A secondary runway doesn't meet crosswind designation requirements, but it is necessary if the primary runway is operating at 60% or more of its annual capacity <b>OR</b> if a specific determination has been made that the runway is required for operation of the airfield.</p>	<p><b><i>Runway 16/34 does not qualify as a secondary runway per FAA criteria.</i></b></p>
<p><b>Additional Runway</b> <i>Ineligible</i></p>	<p>An additional runway doesn't meet crosswind or secondary designation requirements and there is more than one runway on the airport.</p>	<p><b><i>By FAA definition, Runway 16/34 is an additional runway and ineligible for funding.</i></b></p>

# FAA Drivers and Plan Evolution





# Project Schedule



\* Denotes FAA-approved Element

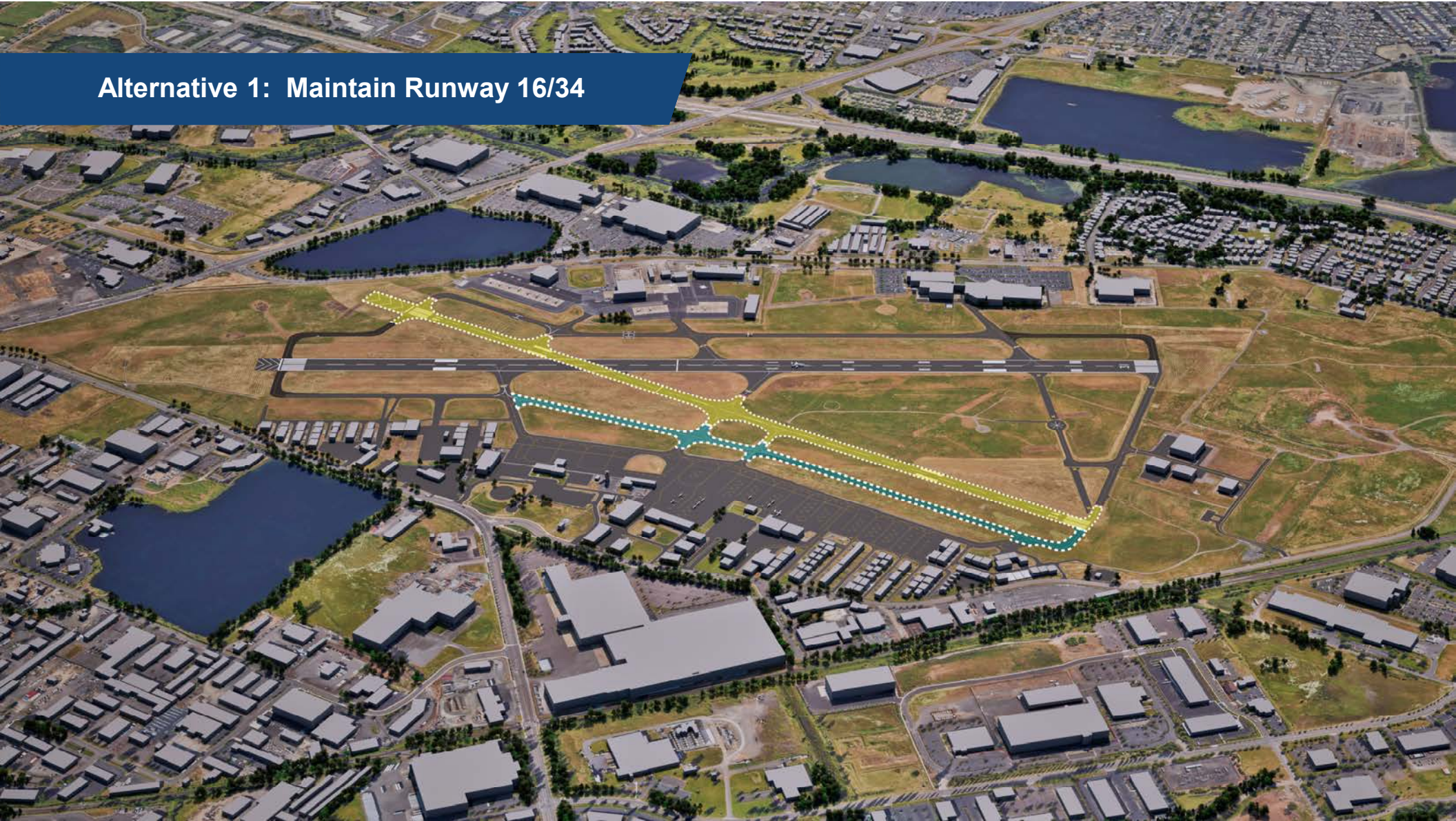
# Terminal Area Plan / Constraints



- Current facilities are nearing capacity for commercial service needs.
- Removing Runway 16/34 provides flexibility to accommodate long term sustained growth of commercial activity.
- Terminal Area Plan initiating in upcoming months



Alternative 1: Maintain Runway 16/34





# Alternative 1: Maintain Runway 16/34

	ADVANTAGES	DISADVANTAGES
Airside	<ul style="list-style-type: none"> <li>Runway 16/34 is preferred for small General Aviation users</li> <li>Maintains pilot discretion based on aircraft for wind component</li> <li>Maintains existing taxi times / airfield accessibility</li> </ul>	<ul style="list-style-type: none"> <li>Runway 16/34 is ineligible for AIP funds</li> </ul>
Landside	<ul style="list-style-type: none"> <li>Maintains runway proximity to existing hangar development</li> </ul>	<ul style="list-style-type: none"> <li>Limits flexibility to accommodate short &amp; long term infrastructure needs to support commercial service</li> </ul>
Community & Environment	<ul style="list-style-type: none"> <li>No changes to aircraft overflight patterns</li> </ul>	<ul style="list-style-type: none"> <li>Requires continuous off-airport management of obstructions / trees</li> </ul>
Financial Resiliency	<ul style="list-style-type: none"> <li>No costs to close Runway 16/34</li> <li>No costs to realign Taxiway A</li> </ul>	<ul style="list-style-type: none"> <li>Maintenance is 100% City's Responsibility</li> <li>Limits area for revenue generating development</li> <li>Reduces opportunities for improved financial resiliency</li> </ul>



# Alternative 1: Maintain Runway 16/34

Year	Project	AIP Eligible	SLE Match	Ineligible	Project Totals
2025-2045	Rwy 13/31 – Annual Maintenance	\$45,000 (annual cost)	\$5,000 (annual cost)	\$25,000 (annual cost)	\$1,500,000
2037	Rwy 13/31 – Rehabilitation	\$10,800,000	\$1,200,000	-	\$12,000,000
2035	Twy A - Reconstruction	\$8,550,000	\$950,000	-	\$9,500,000
2045	Twy A – Maintenance / Rehab	\$450,000	\$50,000	-	\$500,000
2025-2045	Runway 16/34 – Annual Maintenance			\$25,000 (annual cost)	\$500,000
2035	Rwy 16/34 – Obstruction Mitigation	-	-	\$2,500,000	\$2,500,000
2035	Rwy 16/34 – Rehab / Reconstruct			\$9.5M - \$20.5M	\$9.5M – \$20.5M
2045	Rwy 16/34 – Maintenance / Rehab	-	-	\$1,000,000	1,000,000
	Runway 16/34	\$0	\$0	\$13.5M - \$24.5M	\$13.5M - \$24.5M
	Runway 13/31 & Taxiway A	\$20,700,000	\$2,300,000	\$500,000	\$23,500,000
	<b>Total Costs</b>	<b>\$20,700,000</b>	<b>\$2,300,000</b>	<b>\$14.0M - \$25.0M</b>	<b>\$37.0M - \$48.0M</b>

**Alternative 2: Close Runway 16/34**





# Alternative 2: Close Runway 16/34

	ADVANTAGES	DISADVANTAGES
Airside	<ul style="list-style-type: none"> <li>Simplifies airfield geometry</li> <li>Reduces potential for runway incursions</li> </ul>	<ul style="list-style-type: none"> <li>Level of Service for Small Aircraft is slightly decreased</li> <li>Increased taxi time for some general aviation users</li> <li>Runway redundancy eliminated in event 13/31 is closed</li> <li>Requires realignment of Taxiway A to meet FAA design standards</li> </ul>
Landside	<ul style="list-style-type: none"> <li>Increases developable land by 110 acres</li> <li>Provides flexibility for terminal area development (+10 acres)</li> </ul>	
Community & Environment	<ul style="list-style-type: none"> <li>Reduces overflight (South Salem Hills)</li> <li>Reduces off-airport approach maintenance</li> </ul>	<ul style="list-style-type: none"> <li>Increased overflight (Northeast of Airport)</li> </ul>
Financial Resiliency	<ul style="list-style-type: none"> <li>All airfield pavements are AIP eligible</li> <li>Reduces maintenance costs</li> <li>Increases revenue generation opportunities</li> </ul>	<ul style="list-style-type: none"> <li>Cost of runway closure</li> <li>Cost to reconfigure taxiway system</li> <li>Investment required to support landside development</li> </ul>

# Alternative 2: Close Runway 16/34

Year	Project	AIP Eligible	SLE Match	Ineligible	Project Totals <sup>1</sup>
2025-2045	Runway 13/31 – Annual Maintenance	\$45,000 (annual cost)	\$5,000 (annual cost)	\$25,000 (annual cost)	\$1,500,000
2037	Runway 13/31 – Rehabilitation	\$10,800,000	\$1,200,000		\$12,000,000
2035	Taxiway A - Reconstruction	\$13,500,000	\$1,500,000		\$15,000,000
2045	Taxiway A – Maintenance / Rehab	\$450,000	\$50,000		\$500,000
2025-2035	Runway 16/34 – Annual Maintenance			\$25,000 (annual cost)	\$250,000
2035	Decommission Runway 16/34	\$3,600,000	\$400,000		\$4,000,000
	Runway 16/34	\$3,600,000	\$400,000	\$250,000	\$4,250,000
	Runway 13/31 & Taxiway A	\$25,650,000	\$2,850,000	\$500,000	\$29,000,000
	<b>Total Costs</b>	<b>\$29,250,000</b>	<b>\$3,250,000</b>	<b>\$750,000</b>	<b>\$33,250,000</b>



# Single Runway Airports

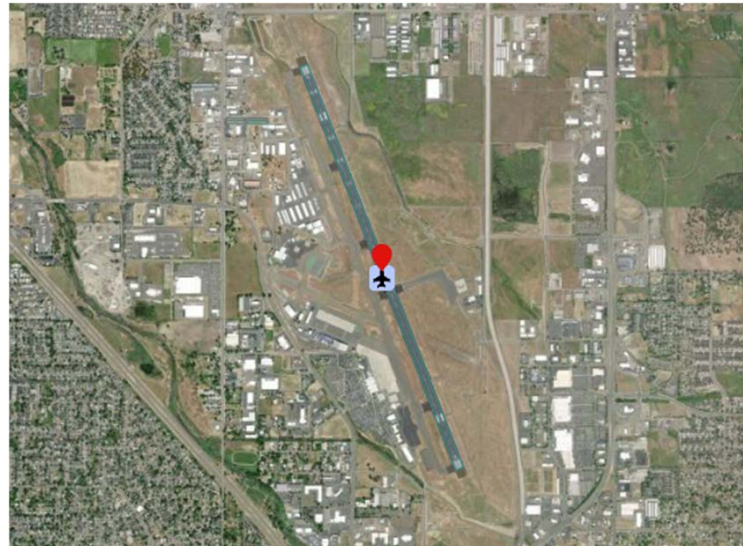
**RWY 13/31: 5,811' X 150'**  
3,586 Air Carrier Operations (2024)  
9,204 Air Carrier Operations (2038 Forecasted)  
44,569 Total Operations (2024)  
54,150 Total Operations (2038 Forecasted)

**San Diego International Airport (SAN)**



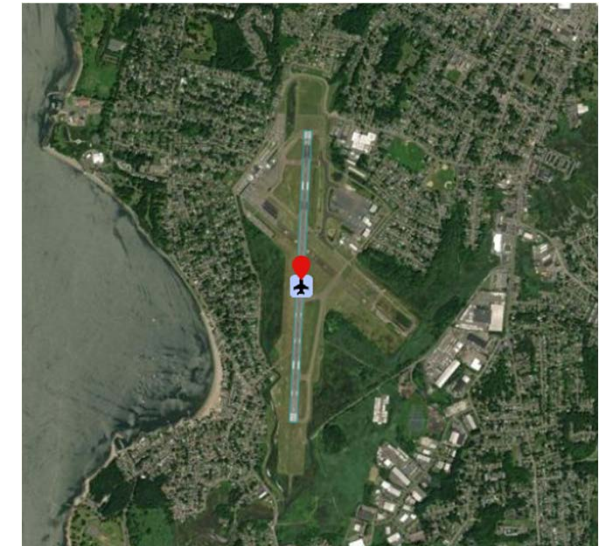
**RWY 06/24: 9,401 ft. x 200 ft.**  
202,517 Air Carrier Operations  
226,043 Total Operations

**Rogue Valley International Medford Airport (MFR)**



**RWY 14/32: 8,800 ft. x 150 ft.**  
9,003 Air Carrier Operations  
38,208 Total Operations

**Tweed New Haven Airport (HVN)**



**RWY 02/20: 5,600 ft. x 150 ft.**  
8,890 Air Carrier Operations  
35,247 Total Operations

## Next Steps

### ▪ Runway 16/34 Direction

- Planning Advisory Committee Meeting #2 (March)
- Airport Advisory Commission (March)
- Hold Community Open House (March/April)
- City Council Recommendation (April)

### ▪ Remaining Airport Master Plan

- Comprehensive Airport Development Alternatives Analysis (Summer)
- PAC Meetings #3 (Summer)
- Community Open House (Summer)
- Financial Feasibility (Fall)
- Land Use Planning (Fall)
- PAC Meetings #4 (Fall)
- Airport Layout Plan (Fall)
- Community Open House (Fall)
- City Council Approval (Fall)
- Submit to FAA (Fall)

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# Taxiway A Implementation Schedule

